



SITUATIONS VACANT

Official and Classified ADVERTISEMENTS

Continued from Page

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fishing news

July 15, 1977

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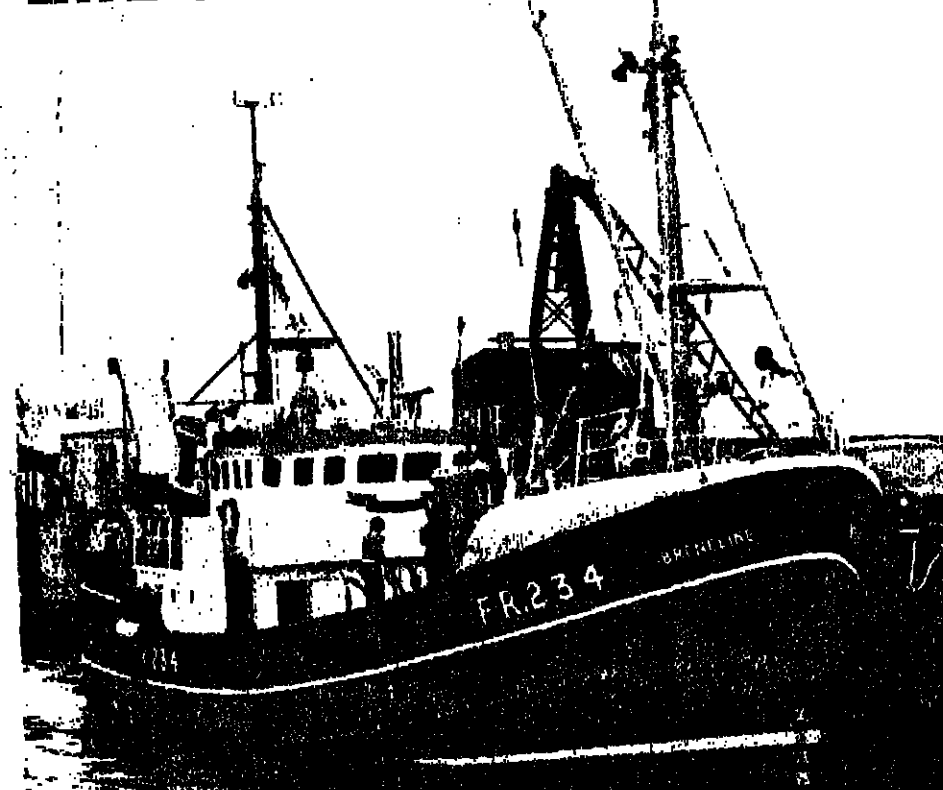
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HERRING BAN SHOCK

LATE STARTER



The new purse trawler *Branline* has started fishing... two years behind schedule. She was one of six hulls left waiting to be fitted out when the Dundee yard of Smith and Hutton went out of business in 1975. Finally completed at the Sandhaven yard of J. & G. Forbes, she is now plying for sprats off the Humber. Built for Skipper Alexander D. Messon and partners of Fraserburgh, *Branline* is fitted with chilled seawater tanks. Full description soon.

THE EUROPEAN Commission is proposing to ban herring fishing in the North Sea throughout next year and possibly into 1979. Finn Gundelach, the Commissioner responsible for fisheries, told the European Parliament in a late night debate last week that a ban on herring would be meaningless if it was not extended into 1978 and possibly into part of 1979. The Commission would make proposals to that effect soon.

When they do, the proposals will go to the council, the target for some outspoken criticism by Mr. Gundelach in his speech. He said that it was deplorable that Britain had had to take national measures, but the responsibility was with the Council of Ministers, not with Britain.

The council is not divided eight to one against Britain, but rather divided three or four ways. Their inability to agree on a conservation policy had caused the crisis.

Herring could be extinct in the North Sea by 1979 without a conservation policy, and even a small catch would put the fishing in danger for 12 years.

Reacting to the proposal Jim Lovie, chief-executive of the Scottish Fishermen's Organisation said: "We will need some North Sea herring next year". Under a strict management regime we would expect to get around 15,000-20,000 tons, he added.

Meanwhile, in the Commons, Mr. Donald Stewart, Leader of the Scottish National Party there, was

issuing a statement bitterly attacking the Government's lack of flexibility in not making an exception of two herring drifters in Stornoway, *Seafarer* and the *Constant Friend*.

In a Commons committee, Mr. Stewart said that since

QUOTA SET

SCOTTISH herring fishermen will be imposing their own 1,000-ton a week quota when the west coast season opens later this month.

The quota will last until the first week of October.

At a meeting in Inverness, fishermen set a ceiling of 10 units per man per night at sea for each boat — and the limit must not be exceeded.

Jim Lovie, chief-executive of the Scottish Fishermen's Organisation, said that an excess from one week would be deducted from the next week's catch.

The meeting also decided that no catch limit would be put on the two herring drifters based at Stornoway

the order banning herring fishing was made independently of the EEC, the Government could be flexible in operating it. They should grant exemption to the few boats which fished entirely for herring. Other boat operators would not object to that.

Hugh Brown, under-secretary for Scotland, dismissed the plea, saying that repeated representations had been made to ministers about this and they had resisted making exceptions.

Although they wanted to be flexible, it would be crazy to put at risk the possibility of future agreement by such an exemption.

In his statement later, Mr. Stewart said: "I have been making the case for some time to Mr. Brown and Mr. Silkin and have not been given a firm decision until today. This will be a severe blow to the fishermen concerned and to the local market for herring.

There's plenty of herring; see page 2

Dutch fined

Continued from P1

suppose they had to keep the Scottish Nationalists happy."

A director of Jaczon Rederi, owners of the *Maria*, said: "It is scandalous and shabby, that such a thing can happen in a civilised country."

Scottish fishermen meet at Inverness tomorrow (Saturday), to discuss the management of the UK share of the West Coast herring quota.

Jim Lovie, chief-executive of the Scottish Fishermen's Organisation said that 28,500 tonnes have still to be taken. A spokesman for the Scottish office confirmed that the present EEC West Coast ban ends on July 20 and the fishing could start from that area.

West Coast total allowable catch for this year is 53,000 tonnes and the UK share was fixed at 39,000 tonnes, of which 10,000 have already been taken.

In the House of Commons there has been all-party backing for the Government's action in closing down the herring grounds.

REGRETS IN SHETLAND

WHILE Shetlanders do not want to see foreign fishermen cleaning up their traditional grounds, there was genuine regret

Norway freezers stranded

Continued from P1
practising a high degree of restraint throughout the north-east Arctic before Norway unilaterally imposed the EEC quotas.

Norway's decision will inevitably mean the laying up of British trawlers in the next two months, including some of the fleet's big freezers which can now only fish in the north-east Arctic because of quota restrictions everywhere else, warns the BFF.

Fishing in the Bear Island/Spitzbergen areas is already "slack" and will get slack as the effort intensifies; the diversion of effort to the Soviet sector of the Barents Sea is also likely to lead to further restrictions by the Russians.

in Lerwick at the weekend because of the arrest of a Dutch herring boat last week.

The 'Dutchies' have been fishing for herring off Shetland for hundreds of years — indeed they exploited the herring fishing to such an extent that it is said Amsterdam was built on the proceeds of the fishery from "behind the Shetland island of Bressay".

Post-war years have seen a decline in the number of Dutchmen visiting Shetland, but in pre-war years the narrow main street of Lerwick resounded to the noise of the 'Dutchies' clogs clumping up and down — and very welcome visitors they were.

But times change. Not only the Hollanders' face the summer season with few herring to eat — so do the Shetlanders. This is the first summer in living memory that a "fry" of herring is not available to the islanders, and they are missing it badly. But the Shetlanders will accept the total ban on herring catches in the North Sea this year, as long as foreign predators are not allowed to sweep the area.

Power trouble halts 'Innes'

ONE of Hull's top wet fish ships is going to be out of action for a long time. The stern trawler *Hammond Innes* is at present in Holland for main engine repairs which Stork-Werkspoor are to carry out in the BOSLE Shipyard, Rotterdam.

The vessel is expected to be out of commission for about five weeks. She was towed to Holland by the tug *Moor Holland*.

The tow began on Sunday morning and *Hammond Innes* arrived at her destination on Monday. Four of the five men who went out with

the vessel are returning to Hull this week and the engineer Fred Baris is staying behind on standby.

Just before the tow *Hammond Innes* had been in Hull fish dock for three weeks, following her last landing was then that the engine trouble developed on a trip. She was bound for Bear Island grounds where she had only a few hours when she had to return.

In normal circumstances she would have completed full trip by last weekend.

Tug 'not out'

ALLEGATIONS have been made that a tug owned by a herring industry is being used as a fishing vessel off the North Devon coast.

The Ministry of Agriculture, Fisheries and Food, and the Plymouth District Sea Fisheries Committee, are being asked to investigate.

Devon Sea Fisheries Committee was told last week that a tug named *Limanda* was being used as a fishing vessel. The tug was seen bringing back a haul of herring from the coast.

...and gets fisher fined

PROVING TROUBLE proved to be expensive for trawler skipper, Barry Thomas Richard Dodd. When he left the wheelhouse to go below to see what was the matter, his trawler *Limanda* drifted inside the three-mile limit.

As a result, Skipper Dodd of Brigham was fined £125, with 225 costs by Penwith Magistrates at Penzance, after pleading guilty to fishing within the three-mile limit.

Prosecuting on behalf of the Cornwall Sea Fisheries Committee, Mr. J. Whitting said that *Limanda* was spotted on January 10, fishing 2.7 miles off Lowland Point by Chief Sea Fisheries Officer, Mr. Bron Tonkin.

For the defendant, Mr. John Millgate said that on the night in question, *Limanda* had been fishing outside the limit when engine trouble developed. Dodd went below, leaving a 19-year-old crew member in charge of the wheel, and whilst steering he did not make any allowances for the ebb tide, and the boat drifted in.

"He had no intention of fishing within the limit. It was unfortunate that these circumstances conspired together to send the boat within the limit," said Mr. Millgate.

It also seemed now that the trawler would have to be taken out of operation as it has failed to pass the new Board of Trade regulations, added Mr. Millgate.

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There's plenty of herring!

— say skippers on the grounds

A LETTER from the skipper of a Scottish purse seiner disputing scientific evidence of the size of herring stocks in Scottish waters was quoted in a House of Commons committee last week. The letter, written to Douglas Henderson (SNP MP for East Aberdeenshire) claimed that fishermen in north-east Scotland are unanimous in their disagreement with the scientists' estimate of herring stocks.

That disagreement stemmed from the volume of herring being seen and reported especially in last winter's fishing. Ernest Simpson, skipper of *Sedulous*, gave details in the letter of reports by various skippers of good herring shoals.

In one report a purse seine net had twice been used to catch 30 tons of good quality herring — and if a herring net had been used the catch would have been three times greater, it was said.

Another skipper said that from 10-15 miles off Shetland to the Norwegian coast of the North Sea, at least one herring shoal was indicated on the sonar at all times, and often three or more, once, all within 200 metre range. Most of the shoals were of 300-60 tons.

Also in May good shoals had been reported 14 to 18 miles WNW off Muckle Flugga.

After detailing other reports, Skipper Simpson said that Norwegian and Swedish purse seiner skippers had publicly said that last winter's up until fishing was stopped, the shoals in the Shetland area were "the biggest they have ever seen".

Alick Buchanan-Smith (Con. MP for North Angus and Mearns) said that the levy on herring imported to keep processing plants working, which had already been cut from 12 to 7 per cent, should be cut to nothing. "The herring fishing industry is the import was not harming anyone."

Replied, Hugh Brown, Under-Secretary for Scotland, said, he had not met a fisherman who did not think he knew more about the availability of fish than scientists.

MACKEREL: out of season—in the news

GRIMSBY FREEZERS FOR SOUTH-WEST

... are the Dutch coming too?

STRONG rumours that the Dutch — after being deprived of North Sea herring — are to set up shop in British ports to get at the mackerel were reinforced last week.

Although no one was naming the country, it was revealed that an EEC member state is looking at Milford Haven as a fishing base for its fleet.

Roy Evans, general manager of the Milford Docks Co. said that representatives of the country concerned had been to the port and had been pleased with the facilities offered. But the question of how the scheme would be financed had still to be settled.

This scheme was discussed at the company's annual general meeting in London when it was also revealed that 11 Hull freezer trawlers will use the port from September to April, unloading mackerel catches into freezer carriers for Nigeria.

The season could, it was stated, be extended by two or three months with catches of blue whiting landed by freezer vessels.

TWO MORE Grimsby freezer trawlers have been added to the fast growing armada of former British distant water vessels set to invade the mackerel grounds off the Westcountry in September.

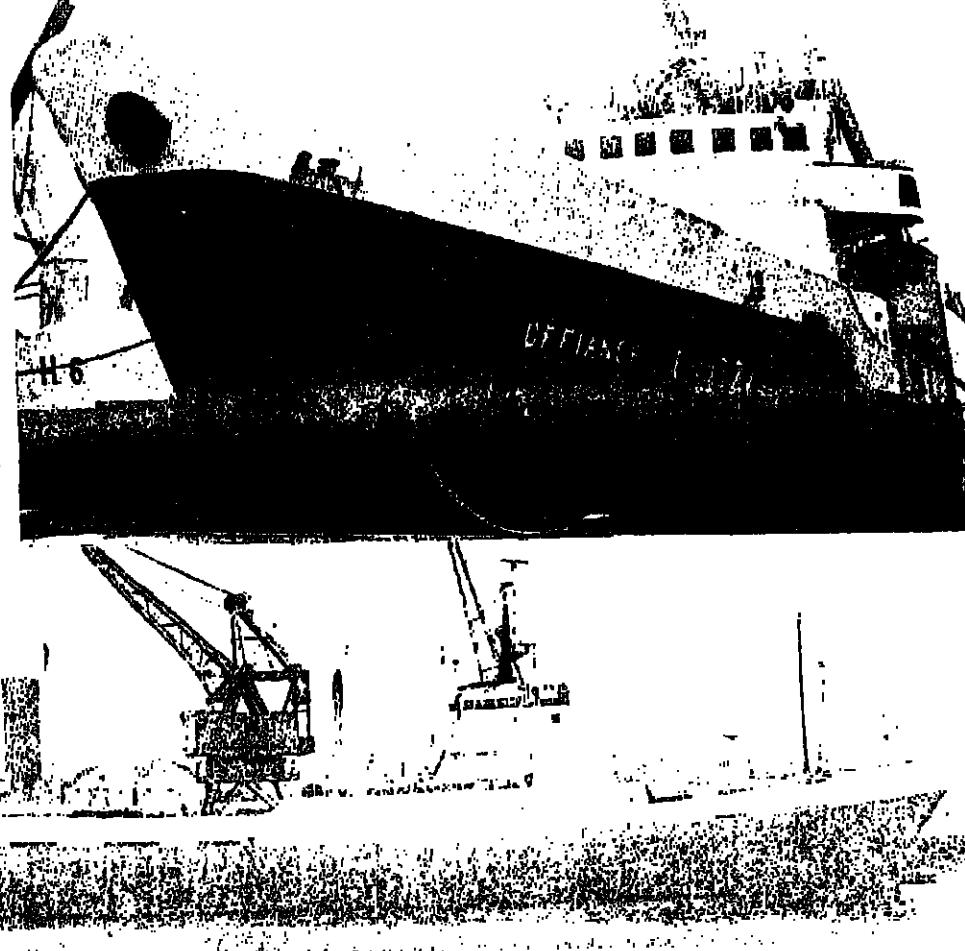
British United Trawlers of Grimsby has announced that its 1,157-ton *Conqueror*, and 1,113-ton *Defiance*, are being withdrawn from distant water freezer trips largely because quotas off fish tonnage, with certain adjustments, no looks on the cards again.

Both vessels will undergo conversion work to prepare them for fishing in British waters.

Conqueror arrived in Grimsby on Sunday from a white fish trip, but *Defiance* could be at sea for another month having sailed late in May.

Last year *Conqueror* was Grimsby's second best freezer with landings of 2,283 tonnes of white fish; *Defiance* with 2,084 tonnes came third.

BUT is Grimsby's only freezer trawler owners and, of its eight-strong fleet, one vessel is laid up with mechanical trouble. Almost inevitably, the decision to transfer the two big freezers on to the south-west mackerel grounds — based in the



Meal plant fish: protest trip

CORNWALL'S nationalist party, Mebyon Kernow, is making another plea for the county's own 50-mile limit in a notice now being distributed.

The notice, addressed to "The fishermen of Cornwall", is headed: "Why is Westminster doing nothing?"

It reads: "While the government at Westminster wastes time making excuses for doing nothing, time is running out for the Cornish mackerel-fishing industry. This coming winter will see the arrival in Cornish waters of more trawlers than have been here since the war."

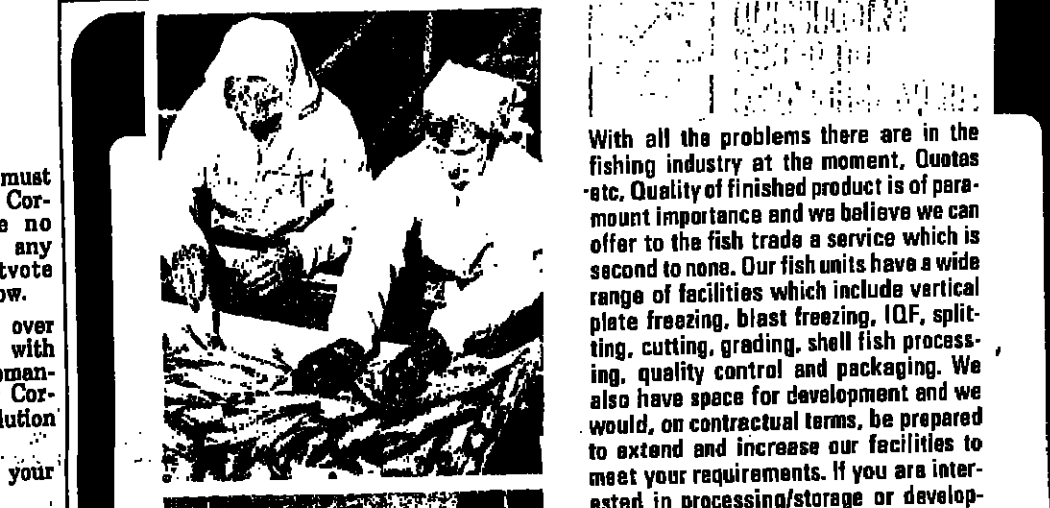
"These large boats come from such diverse places as Scotland and the Isle of Man, Northern Ireland and England, and they are all after one thing — Cornish mackerel."

"While the government and the producer organisations talk and talk about quotas which they know will be impossible to police, local Cornish fishermen are facing the loss of their livelihood."

"Mebyon Kernow has been saying for three years that there is only one way to protect our fishing industry; we have written to ministers, MPs and producer organisations, yet none of these has adopted or taken up our suggestion."

"So what is the obvious solution put forward by Mebyon Kernow?"

"Quite simply, it is a 50-mile exclusive zone for Cornish fishermen. Only by ex-



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£55,000 BILL FOR SHIP IN HERRING REVOLT

A DUTCH skipper was fined £25,000 in Lerwick Sheriff court on Wednesday last week when he admitted fishing for herring in the North Sea only eight hours after a new British government ban had come into operation.

The ship's gear worth £27,180 was declared forfeit and so was the catch worth £2,820 (which he is not permitted to buy). Total penalties were £25,000.

In the dock was Arle Pieter Jonker, skipper of the Dutch vessel *Johanna*.

Marinus Noordenbos, the boat's owner who was in court with a legal advisor, said: "We think it is a harsh sentence, and I shall be taking advice against it."

Before Jonker pleaded guilty, his local agent, solicitor John Matthews, asked Sheriff MacDonald to refer the matter to the EEC Court in Luxembourg, allowing the skipper to find cation in order that he could sail.

Sheriff MacDonald pointed out that he had no authority to allow cation — if it was desired the matter should be referred he would have to hold the boat in port until the local case was settled.

After a 20-minute adjourn-

ment to allow the solicitor to obtain advice, the court reassembled and a guilty plea was entered.

Procurator fiscal Donald McLeay said *Johanna* was spotted by HMS *Jersey* fishing 35.3 miles off Orkney at 8 am the previous Friday. She was escorted into Lerwick.

He pointed out the regulation banning herring fishing in the North Sea had been made on February 28, and continued in force after EEC talks broke down late in June.

Mr. Matthew said the skipper and the owners did not know about the ban operating after July 1. He quoted Dutch press releases which indicated this was so.

But Sheriff MacDonald rejected the excuse. He told the accused: "I do not accept you were in ignorance of the British regulations, and I cannot accept that the Dutch Government was in ignorance of it."

"This is a serious matter. This is a more serious matter than the other poaching cases coming before this court this year."

"The order exists not only to protect British interests, but the interests of all fishermen. It applies equally to British masters who will face the same penalties if they infringe the order."

Even if the fine is paid, *Johanna* may not be allowed to leave port. Skipper Andrew Davidson, of Gourdon claims

that *Johanna* ran down the fishing gear of his boat *Guide* in May last year causing about £3,000 worth of damage.

So far the owners of the boat have been referring him to the International Court of The Hague, but he has been unable to take the case there because of the cost, estimated

at around £10,000.

In Chambers immediately after hearing the main case, Sheriff MacDonald granted an arrestment on the dependence of an action for reparation for the damage.

This means the boat will be immobilised until the money is paid into court pending a hearing.

...Swede fined too

ANOTHER foreign skipper has been heavily fined at Lerwick Sheriff Court for breaking British North Sea fishery regulations.

Arne Zakrisson, skipper of the 120 ft. *Holland* from Gothenberg, Sweden, admitted fishing for pout 33½ miles off the Orkney Islands. He was fined £10,000, and had his gear (valued at nearly £10,000) and fish catch (valued at £5,800) confiscated. He was allowed to buy them back for an unspecified sum.

He had been arrested by HMS *Jersey* and the case was

heard on Saturday afternoon.

His agent, solicitor George Peterson, claimed the skipper understood from the Swedish fishery authorities that he was permitted to go industrial fishing in this area, but procurator fiscal Donald McLeay produced evidence to show that this type of fishery had been banned to the Swedes since April 1 this year.

Mr Peterson said the vessel's owners had tried to contact the skipper at sea on Tuesday last week to tell him they had given him incorrect instructions, but they could not do so because the

ship's main radio had broken down.

Sheriff Alistair Macdonald accepted there was a mitigating circumstance and he restricted the fine to £10,000.

However, he warned: "The Swedish government must recognise the absolute necessity of giving their skippers accurate information."

"In future I am going to hold that skippers are bound to know the British law."

"It will not be safe for them to rely on anyone at all for accurate information except the British fishery authorities."

ship's main radio had broken down.

Sheriff Alistair Macdonald accepted there was a mitigating circumstance and he restricted the fine to £10,000.

However, he warned: "The Swedish government must recognise the absolute necessity of giving their skippers accurate information."

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Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

DEPMAR 103

The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

DEPMAR 131

Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.6 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 6 inch, but like the 103 it has white line, a 'bottom anywhere' facility, and very low power consumption. Alternative 50 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

KELVIN HUGHES

24, UNIVERSITY OF LONDON ROAD, LONDON E1 9AT

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NEW SOUTH ROAD, HANNOY, HONG KONG TEL: 291-1020 FAX: 291-4011

DRYING OUT AN ENGINE

"THOSE HEAVY thunderstorms the other night filled and sank my boat — probably because the topside planking had opened up in that long spell of dry weather."

"I think we can get her into the shore at low water but I'm worried about the engine."

"Will it be a complete write-off or not? There's the echo sounder too."

"The boat is not insured and I can't afford to replace either the engine or echo sounder."

"Is there anything I can do to save them?"

"If you can carry out the following drill, you stand a good chance of making the engine, and possibly the sounder work again."

The first — vitally important — thing is to keep both underwater, until you are completely ready to start salvaging.

If you let the air get at either engine or sounder before you start work, your success may be limited.

So do not be too hasty in beaching the boat and pumping the water out of her.

At the start of the operation it is essential to remove all salt and sand as well as moisture from every single component in both engine and sounder.

On removing both parts from the beached boat, you should take them to pieces and hose or wash every piece so thoroughly that no trace of salt or sand remains.

Steam hose

Experts recommend the treatment all over again to make 100 per cent certain that minute particles of salt — sure cause of trouble later — have been removed.

The next step is to blast all parts with a steam hose to clean them, and then with an air hose to dry them.

Then a liberal application of one of the moisture repellent compositions that come in aerosol sprays is recommended.

The sump and gearbox, of course, should be drained and cleaned.

Air intake and other filters should be replaced; so should all seals and bearing inserts.

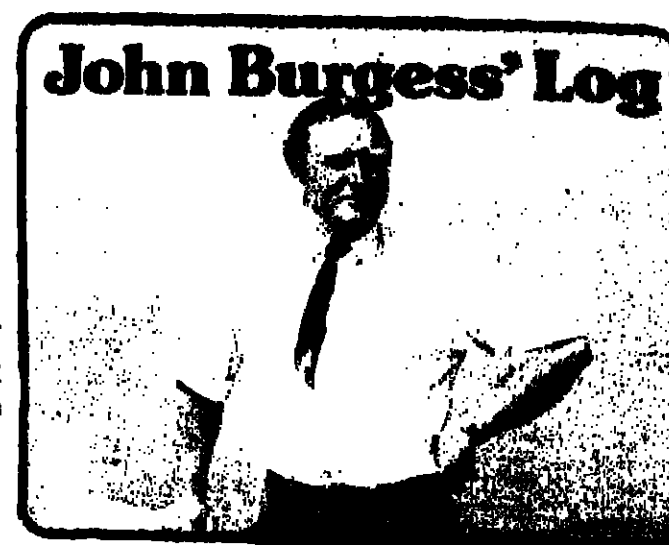
The sooner the engine and sounder are re-assembled and run, the better. Every part of the sounder should have a final application of water repellent spray before it is switched on.

When both parts are in operation again, regular use will help to keep them warm, dry and in good working order.

As additional advice, I would like to add that I had a boat which was holed and sank, and lay underwater for about 10 hours.

When we got the boat out of the water and lifted out her diesel engine, our local engineer thought it only necessary to flush all old oil and salt water out with fresh, clean all filters and then replenish them with fresh oil.

Before long we had the engine running again as



sweetly as if it had never had a ducking.

An echo sounder in the boat proved, however, to be irreparable.

We soured it in fresh water and later put it in a hot air cupboard for 12 hours. Yet subsequent examination revealed that water had penetrated the drive motor, transformer and coils, ruining them.

It is worth remembering that water can penetrate

down transducer cables and perhaps as far as the transducer. If this happens, shorting of the transducer elements will occur sooner or later.

Fast and shallow

"I WANT to purchase a fairly fast (12-15 knot) boat about 18ft. long for potting, lining and net fishing."

"She will have to be a shallow draught vessel as I will have to keep her in a harbour which dries out."

"Please send information on the type of boat I require and where she can be built."

Wadham Stringer (Dell Quay) Ltd., Clovelly Road, Southbourne, Emsworth, Hampshire, would a GRP dory hull which you could complete and fit out to meet your requirements exactly.

The hull is a little over 17ft. long with a beam of about 7ft. and a draught of less than a foot. It weighs about 800 lb., has a reserve buoyancy of 3,000 lb. and is so designed that it will remain upright when out of the water.

Transom height is 20in. so you could power it with any long shaft outboard engine which would give the speed you require.

MORE ABOUT FIRE-FIGHTING

RECENTLY a reader asked where he could get fire quenching equipment for the engine room in his boat.

I can now add to the information I gave him. BCF gas is an excellent extinguisher for use in small engine compartments (in all except GRP boats), but not in engine rooms in which fire fighters may wish to remain or re-enter soon after the gas has been used.

Similar to Carbon Dioxide in the concentrations required for it to be effective, BCF is dangerous to humans both from a toxic and an asphyxiation aspect.

Impacticable

BCF and another halogenated hydrocarbon gas, called BTM, were originally evaluated during the 1939/45 war for combating fires in aircraft, tanks, and compartments in ships in which it was impracticable to install or use bulky CO₂ fire fighting equipment.

Tests revealed that BCF was superior for saturating small spaces from portable containers but not so in manually or automatically operated installations.

A seven per cent concentration of BCF was required to

extinguish a fire but a 10 per cent concentration was dangerous to humans.

Containers

An amount of BTM sufficient to saturate a 100 cu ft. area can be stored in much lighter containers than necessary for CO₂.

The containers, being compact, can be stored directly over major deck areas and so render complicated pipework unnecessary.

Concentration of CO₂ total flooding system is about 50 per cent by volume, but a concentration of 10 per cent can extinguish fire in between 5 and 10 cent. Yet a fire fightinged for more than one cent would be in danger.

ANY QUESTIONS

IF YOU have any questions about boats, equipment or methods, John Burgess always prepared to answer them if they are with a stamped address envelope for reply.

STEERING PACKAGE

"WHY DO YOU not supply a complete steering system for small vessels?"

This question is frequently asked of the De Navigator Co. ever since started to manufacture range of autopilots.

The answer today is the company can supply steering gear suitable for sizes and types of vessels.

The gear comprises steering engine, ruggedly designed to absorb all shocks, can be mounted either above or below decks.

It also includes a feedback collar which can be connected to varying diameter rudder stock, and a steering wheel and associated controls, designed for installation in console area.

Pedestal

The latter can be supplied with its own free-standing pedestal if required.

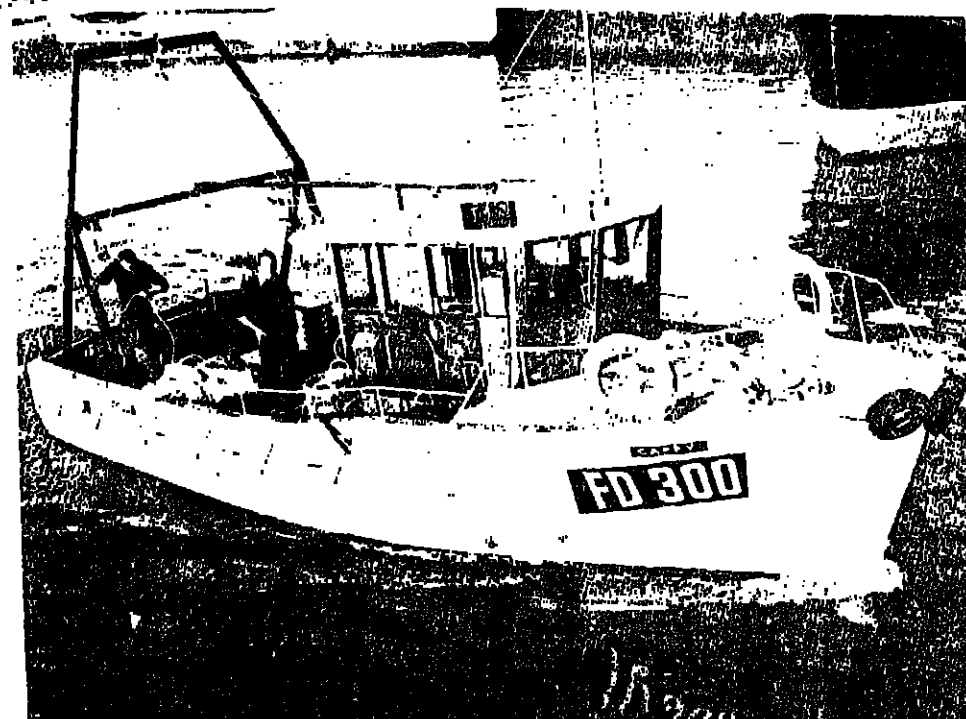
If you are an owner skipper you can therefore obtain all the equipment and installation from the De Navigator Company, and Radar, for a profit by making a personal deal.

You can get a De Navigator autopilot from the largest Decca/Airtec range for use in conjunction with the new steering gear, the De Navigator autopilot, and the De Navigator Company.

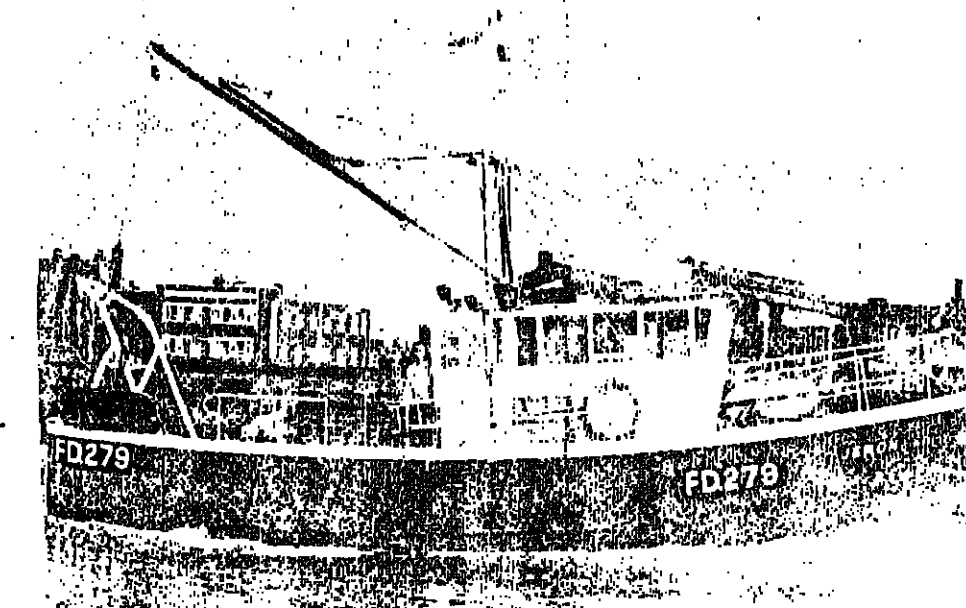
Any size of vessel, any type of steering gear, any equipment, from a simple autopilot to a sophisticated autopilot, can be obtained from the De Navigator Company.

In this way, the De Navigator Company can supply the equipment and installation from a single source.

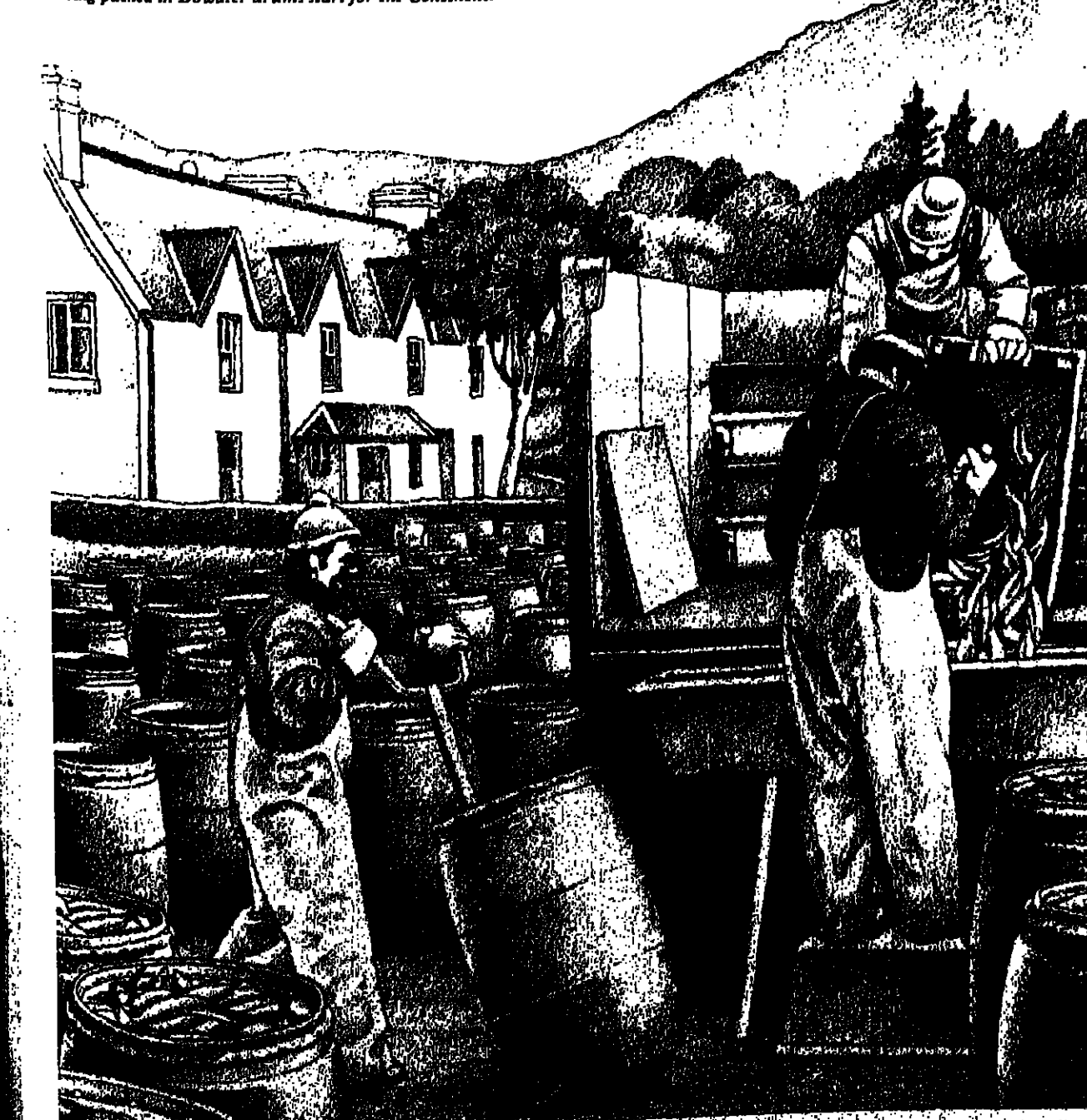
July 15, 1977



Part of the five-boat deal! Cappy (above), based on a Tyler-Watson 37ft. hull, and Jeron (below), one of the 36ft. hulls from Halmatic in Orkney.



Herring packed in Bowater drums start for the Continent.



PORT SELLS GRP FLEET ... five-boat deal

FLEETWOOD is to lose its entire fleet of inshore GRP boats to Africa as well as one of its skippers. Five boats will be going to Gambia to fish for Sipol (Gambia) Ltd. on an experimental basis.

A cash deal negotiated by Jack C. Hilton, a former Maryport fisherman and now manager of the Gambian firm, leaves the Lancashire port with only wooden vessels in its inshore fleet.

The boats involved in

the deal are: Onward Explorer, owned by Mrs. Mildred Scott and skippered by her son, Peter; Cappy, owned jointly by Skipper Roy Belcher and Norman Pendlebury; Pilgrim, Skipper Ian Fairclough; Rodolingo, Roy Mitchinson; and Jeron, owned by the Greenhall brothers.

Onward Explorer, Cappy and Rodolingo are all based on 37ft. Tyler-Watson hulls. Pilgrim and Jeron are 36ft. hulls from Halmatic.

Freezers

Mr. Hilton also revealed that Skipper Ian Fairclough would be going out to Gambia on a three-month mission to instruct native fishermen in the use of the boats.

The Gambian firm also operates ex-Greek freezer trawlers. These supply Nigeria with frozen blocks.

Would he be back to buy more boats? "Let's see how these work first", replied Mr. Hilton.

After selling his boat Pilgrim to Gambia, Skipper Ian Fairclough (left) will be following her out of Africa. He will be instructing native crews on how to work the boats.

The fastest about-turn in fishing history.

A 24-hour turn-around on orders for full or half size Bowater plastic open-top fish barrels.

That's what we can now offer the home fishing industry.

In a notoriously unpredictable business, it gives you much greater flexibility in gearing your capital outlay according to size of catch and demand.

And you're not just getting the fastest, you're getting the best.

Bowater drums are also being exported in bulk to some of the largest fish processors in the world. And fish packed in Bowater drums is shipped to all the major herring and mackerel consuming countries.

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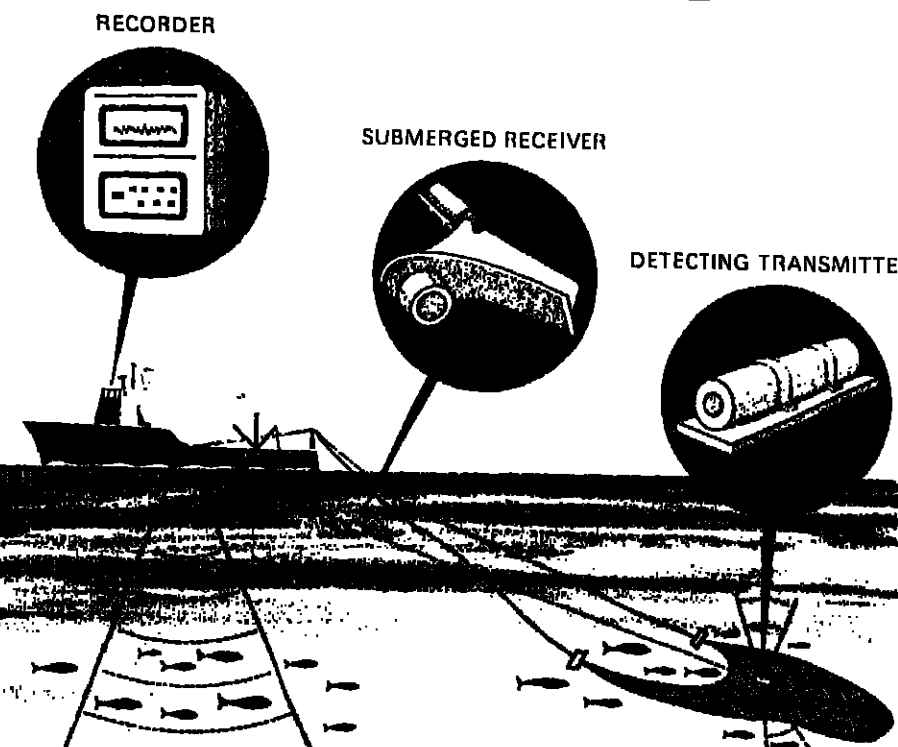
All it takes is a telex to Disley 667583.

Bowater Drums

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NOW for the blue whiting

Marconi Marine's new Net Monitor NM 853T has greater range for deeper fishing



This new version of Marconi Marine's successful net monitor retains all the well-proven features of the design, but the range has been increased to give even better performance at the greater mid-water depths fished for blue whiting.

Net Monitor NM853T shows you the depth of the headline below the surface, the character and position of the bottom relative to the

headline and footrope, the presence of fish above and below the headline and an indication of the quantity of fish in the net. It will also monitor water temperature at the net.

You can see how your gear is fishing and adjust it for the best results; and there is no cable connection to the equipment — nothing to interfere with normal operations.

Marconi Marine fishfinding

The Marconi International Marine Co. Ltd., Chelmsford Essex England. Tel (0245) 61701 Telex 99228. A GEC-Marconi Electronics Company



Cornish skipper orders an 83-footer

THE fast growing Merseyside yard of McTay Marine is to build a steel 83ft. combination side trawler/long liner for the Cornish port of Newlyn. She is to cost around £4m on a fixed price contract.

Ordered by Skipper T. S. Thomas and his two sons (both skippers), the boat is scheduled for delivery by February or March next year, just eight months after signing the order.

Designed by McTay, the 110-gross ton trawler will have a breadth of 24ft. depth of 13ft. 6in. and a refrigerated fish room of 158cu.m. Accommodation is to be provided for a crew of six.

Propulsion will be by a Blackstone ESL6 diesel engine of 825 bhp at 900 rpm, turning a four-blade, fixed-pitch, manganese bronze propeller through a 3:1 reduction Blackstone gearbox. A Kort nozzle will have Hanner slots to increase manoeuvrability. Design speed is between 11.5 and 12 knots.

Auxiliary power will be provided by a Lister RW 5 MA diesel engine driving a 40kW 415V, three-phase, 50 cycle alternator, fire and bilge pump and net retrieval unit. In addition there will be a Lister SE 3 MA 10kW harbour set under the whaleback.

Deck gear is to include a Robertson type 10M2 three-drum, ten-ton hydraulic trawl winch; a type 3PN12.59 net winch, also by Robertson; and an individually electrically driven MacTaggart Scott line hauler.

Gilson winch, landing

winch boomswinger and windlass will all be from the latest 'Fifer' range manufactured by James Miller at St Monance — McTay Marine's recently acquired Scottish associate.

Hydraulic drive for the trawler's deck gear, and a 14in. Karmoy fish pump, is supplied from a Robertson pump mounted on the front end of the main engine.

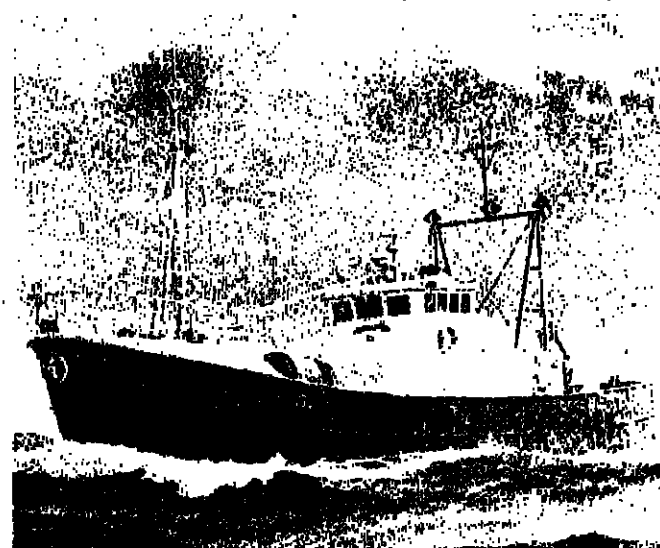
The new Cornish vessel is to be powerfully equipped for fishfinding: her specification calls for two Furuno sonars, types FH102 and FH106. The latter set is thought to be the first of its type fitted to a British vessel.

There are also two Furuno echo sounders, type F860 with AD scope and type FV11; a Furuno FNR 200 net monitor; Decca autopilot and Decca Navigator Mk. 12; and Furuno FRS 24 radar with variable range marker. Communications equipment will include 'Sailor' seab and vhf radio telephones and watchkeeping receiver; and 'Safecon' Mk. II Rescue phone.

The new vessel is designed for pelagic as well as demersal trawling and she is arranged so that seawater tanks can be readily fitted.

The Thomas family expects to operate her on grounds new to them, as well as in the area where they work their present boat, *Girl Pat*.

Below: Artist's impression of *Ocean Triumph II*. Below right: Skipper Ian Murray, his wife and daughter, with Mrs. McBurney, wife of McTay's chairman.



... away in 'Triumph'

OCEAN TRIUMPH II, latest in a series of Scottish seiner-trawlers from McTay Marine, has sailed away from the River Mersey yard to be fitted out.

A party of more than 40 guests travelled from Fifeshire to watch the ceremony performed by 12-year-old Alexandra Murray, daughter of the boat's owner, Skipper Ian Murray of Pittenweem.

Built at a cost of more than £300,000, the 78ft long *Ocean Triumph II* is similar in full form to McTay's 74ft. *Adelphi*, although a little larger.

Shortly after launching, *Ocean Triumph II* set off under her own power for St Monance in Scotland where she will be fitted out for fly-shooting by the James N. Miller yard.

She made the trip in 39 hours and had to be slowed to meet the tide at her destination.

It is hoped that fitting out will be completed by the end of August. Skipper Murray has said that he will be fishing the North Sea for cod and haddock.

Built to WFA approval, the *Ocean Triumph II* has a breadth of 22ft. and depth amidships, 11ft. 8in.

She is of all-welded steel construction with rounded bilge hull form, flush deck, transom stern, raked soft-tops, stern, box keel and steel

An aluminium alloy gutting shelter is being fitted and the wheelhouse is also aluminium to cut down top weight.

The hull is divided by three watertight bulkheads into forepeak and netstow, fish hold, engine room and cabin for a crew of eight.

The fishroom, of 2,900cu.ft. capacity, is insulated on the sides, bulkheads and deckhead with 3in. injected foam behind a laminate of GRP.

It is fitted out for boxing at sea and has three ice lockers on each side of a hatchway which opens on to the main deck just forward of the gutting shelter.

Fuel oil and fresh water capacities are 3,300 and 500 gallons respectively.

Propulsion is by a Caterpillar D378 diesel of 565 bhp at 1,225 rpm. The engine, fitted with dual-station Morse controls in the wheelhouse, is coupled to a 1,625mm dia. four-blade,

fixed-pitch manganese bronze propeller through a Caterpillar reverse — reduction gearbox of 3.951:1 ratio.

The main engine also drives a 27kW, 110V d.c. McClure generator and a 15 amp, A.C.G. 115 Transmotor 24V d.c. generator.

Auxiliary power is provided by a hand-start Gardner 6LXB diesel of 127 bhp at 1,500 rpm. This drives a Dowty power-pack for the seine winch, a 110V d.c. McClure generator, Transmotor A.C.G. generator and three inch Doumi self-priming centrifugal bilge pump. There is a similar Doumi pump with independent electrical drive.

Ocean Triumph II is to carry a Northern Tool and Gear Mastra Mk. II hydraulic combiwinch, seine/trawl winch, located in the shelter of the whaleback, along with a Becolux No. 1 collar.

The seine ropes will be wound on to two Fishing Hydraulics rope reels situated port and starboard on the main deck, just ahead of the after end of the whaleback and aligned fore and aft.

The reels will be controlled locally and from a remote-operated hydraulic brake in the wheelhouse.

A Rapp 24in. power block is being installed in the gun, mounted on an HIAB 550 speed loader. Controls are on the aft side of the deckhouse.

For fishfinding and navigation the new seiner-trawler is to be equipped with a Furuno EQ sounder with 10° beam and bottom expansion unit, Decca Navigator Mk. 12, radars type 050 and 014, and a type 450 autopilot.

Radio installation includes seab and vhf radio telephones, 'Safecon' Rescue phone and five-station intercom.

Steering gear, worked from a central magnetic compass in the wheelhouse, is a power hydraulic by Teufelbach, emergency tiller (also power hydraulic) by Teufelbach.

Below: *Ocean Triumph II* heads down the Mersey after the River Mersey. She was later sailed to the James N. Miller yard in Scotland for fitting out. The 78-footer is powered by a 565 bhp Caterpillar diesel.

July 15, 1977

'RANGER' HEADS LANDINGS

ONE OF the smallest stern trawlers at Lowestoft was top earner at the port last week. The 80ft. *Boston Sea Ranger*, which joined the fleet last December, made £14,321 on Monday's market last week.

Skipper Ian Lacey had brought the vessel back from an 11-day trip with 484-kits aboard.

In second place was one of the port's largest vessels — the Colne Group's side trawler *St. Rose* (Sk. S. Jones). On the Friday she put ashore a 413-kit catch after 13 days at sea to gross £11,700.

Third place went to Small & Co.'s side trawler *Suffolk Venture* (Sk. Harry Baxter) which returned for the Wednesday market after 12 days with 421-kits which sold for £11,314.

Also landing on the Wednesday was *Talisman's Bentley Queen* (Sk. Alan Gill) which had 333-kits after 12 days to gross £10,882.

In fifth place was *Boston Sea King* (Sk. Paul Meen) which, on the Tuesday, landed a 370-kit catch after ten days to gross £10,785.

Sixth place was taken by Colne's *St. David's* (Sk. J. Harper). She landed 350 kits on the Thursday to earn £10,480 after 12 days at sea.

Other useful landings during the week included *Boston Wap* with 362 kits, *Boston Kinnaman* 345 kits and *Ripley Queen* 308 kits landing on Monday.

On the Friday *Constance Banks* had 359 kits.

Jones in the chair

TOM JONES, secretary of the South Devon Shell Fishermen's Association, has been elected the new chairman of the Devon Sea Fisheries Committee.

Simon Day, a local county councillor at South Hams, has been appointed vice-chairman.

It is hoped that the survey will provide a guide to the ways in which support may best be given the industry.

It was sea fisheries officer, Bill Marquand, who advised the committee to have an economic survey carried out.

The report is understood to contain over 30 recommendations, some of which may have to go before the island's States parliament for approval.

One problem which is highlighted is a lack of facilities for the fishing fleet at St Peter Port Harbour.

NEWINGTON'S DOUBLE TOP

C. S. FORESTER continues to lead the Hull Distant Water Challenge Shield Competition with Hammond Innes second, but the points gap between these two Newington wet fish stern trawlers has closed.

C. S. Forester is still well ahead, however. The margin separating the pair is 1,145 points less than before, but she is still 7,570 points in front of her closest rival.

The latest list covers the situation to the end of May, with allowances for trips begun that month and ending in June.

Top 20 for May (with positions for April in well ahead, however. The brackets) are:

	(Kits)	(Points)
1 (1) C. S. Forester (Newington)	15,127	33,188
2 (2) Hammond Innes (Newington)	12,265	25,617
3 (3) St. Gerontius (Hamling)	11,820	21,817
4 (4) Ross Sirius (BUT)	9,869	19,988
5 (5) St. Giles (Hamling)	8,574	18,440
6 (6) Arctic Corsair (Boyd)	8,418	18,017
7 (11) Ross Orion (BUT)	8,479	17,378
8 (7) Somerset Maugham (Newington)	8,226	16,707
9 (8) St. Dominio (Hamling)	8,051	16,523
10 (9) Lord St. Vincent (BUT)	8,090	16,396
11 (13) Loch Erilbol (BUT)	8,272	16,338
12 (12) Kingston Amber (BUT)	8,048	16,302
13 (14) Arctic Cavalier (Boyd)	8,914	16,144
14 (10) Arctic Rebel (Boyd)	8,721	14,041
15 (15) Falstaff (BUT)	7,824	13,655
16 (20) Ross Trafalgar (BUT)	6,702	13,134
17 (17) Porla (BUT)	6,422	12,509
18 (16) Arctic Vandal (Boyd)	6,708	12,282
19 (18) Benalla (Merr)	4,857	10,980
20 (19) Ross Oranthe (BUT)	6,718	10,122

Beta-on the move again

A PARTLY fitted-out steel fishing vessel which has been tied up in Fraserburgh for a long time has been towed to Aberdeen where she will be completed by John Lewis & Sons Ltd.

When she is ready for sea later this year, the 85 ft. vessel will be offered for sale unless an owner is found earlier.

Named *Beta*, she is one of two boats originally ordered from the Bute Slip Dock Co. Ltd. by Scottish owners in association with the Salvesen Group. Her hull was built by C.B.S. Engineering of Liverpool about three years ago and the hull of the second vessel was built on the Clyde.

At a later date both hulls were taken for completion to the English yard of Glasson Marine Beta in Fraserburgh.

Following the closure of Glasson, both boats were towed to Fraserburgh where they have been tied up for about nine months. During that time Salvesen unsuccessfully tried to sell the vessels on behalf of the owners or to find skippers to take them over when finished.

Before leaving Glasson, *Beta* had already been fitted out with most of her engineroom equipment including a Mirreless Blackstone engine, Ford auxiliary engine and electrical gear.

The second vessel named *Delta* was less advanced. Lewis will fit the gear handling machinery, hydraulic system for its fish room, accommodation and deckhouse, and generally complete the vessel ready for sea.

GUERNSEY SURVEY COMPLETE

THE GUERNSEY Sea Fisheries Committee is studying a report on the development of the island's fishing industry prepared by the Marine Resources Research Unit of Plymouth Polytechnic.

It is hoped that the survey will provide a guide to the ways in which support may best be given the industry.

It was sea fisheries officer, Bill Marquand, who advised the committee to have an economic survey carried out.

The report is understood to contain over 30 recommendations, some of which may have to go before the island's States parliament for approval.

One problem which is highlighted is a lack of facilities for the fishing fleet at St Peter Port Harbour.

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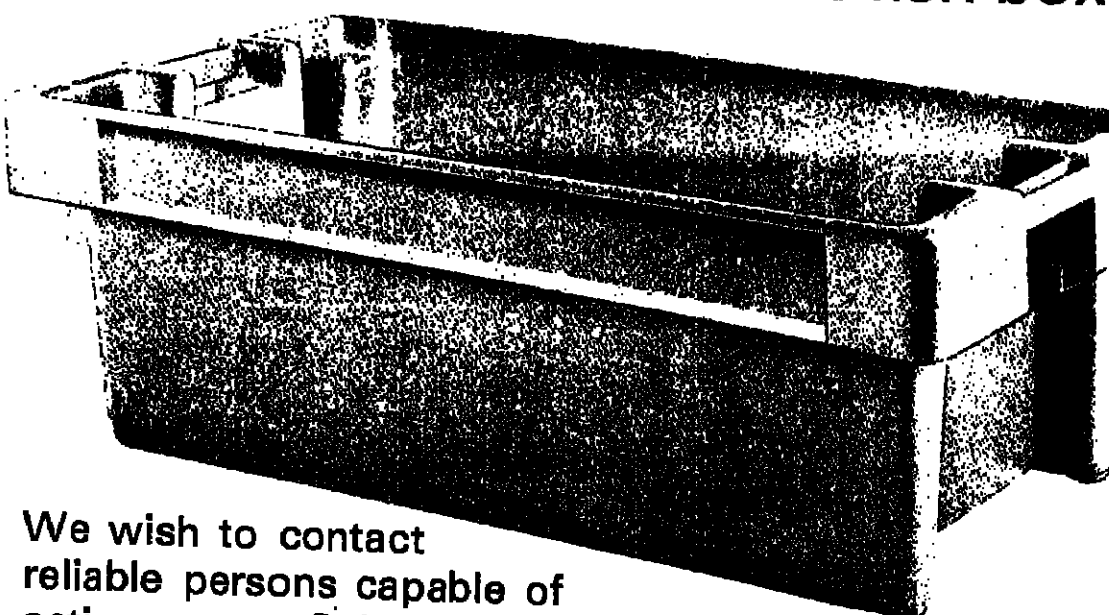


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Telephone: 255484 and 243339

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For the radar s

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marin

Further lobster tagging the east and north coasts, and in Wales planned for this year.

Copies of the *Lobster Tagging, 1961 Fisheries Notice No. 51* can be obtained free of charge from the Fisheries Laboratory, Remembrance Avenue, Burriham Crouch, Essex. TRAPP

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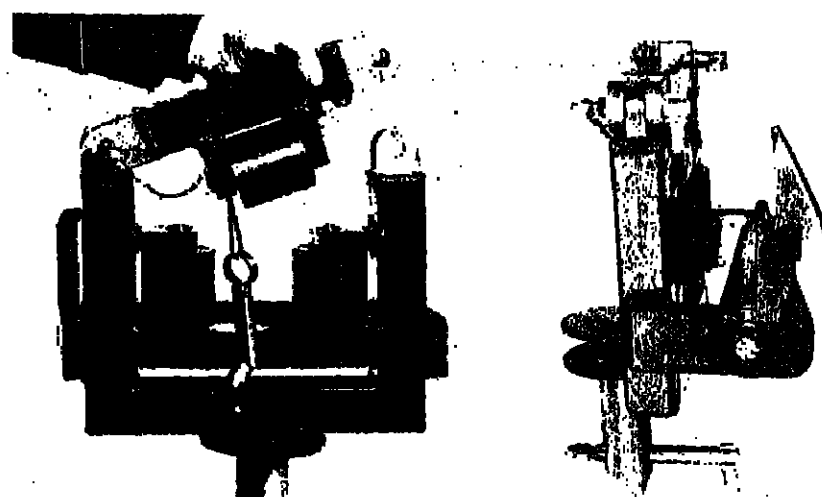
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Shortway

ONE OF the biggest success stories of the exhibition came from the new Peterhead firm of Shortway Rope Guides Ltd. which booked a stand at the very last minute.

By the close of the show this small firm had received orders worth £130,000.

Shortway has developed a seine rope towing roller (Fishing News, June 3) which incorporates a number of new design features in terms of strength, durability and safety.

Orders have been pouring in following the success of the prototype aboard the 86ft. Hopeman seiner *Acacia Wood*.

By the second day of the show rollers had been ordered by skippers Davis Smith of Anstruther and Peter Stephen of Boddam, near Peterhead, for use aboard their vessels *Argonaut IV* and *Harvest Hope III*.

Other orders came from ports as far apart as Hopeman and Grimsby, and interest was shown in the rollers for use aboard anchor seiners in addition to the Scottish fly-dragging seiners.

One North Shields firm ordered rollers for four vessels and cable men along the north-east coast of England have asked Shortway to design a smaller version.

Interest has also been shown in the use of the roller with warp tension meters.

An order was placed for a set of rollers to equip the 54ft. wooden boat *Orion*, now nearing completion at the Gerrard Brothers yard in Arbroath, Scotland, for Skipper

CATCH '77 review

William Scott of St Monans. Serious interest was shown by a Mexican visitor, too, and it is estimated there is a potential market there for 4,000 units.

Visitors from Malawi, India and Nigeria also showed interest in the equipment.

GRP boat

THE NEWEST GRP boat-builder at the show was Scarborough Boats Ltd. A model of its 35ft. hull was on the North Sea Winches stand.

Director of Scarborough Boats, John Shearer, has made a mould and hulls can now be laid up either for completion by the firm or at other yards.

With a beam of 12ft. 6in. and depth, 4ft. 3in., the hull has a transom stern, round bilges and is of forward wheelhouse design.

Her deep lines and long, deep, slightly raking stem are designed to give a good grip in the water forward and to make the vessel particularly suitable for fishing in the rough waters off the north-east coast of England.

Boats are priced at £17,595 ready-for-sea complete with a GRP wheelhouse and an 18mm. marine ply deck coated with non-slip GRP. All the external woodwork is to be of selected hardwood and all iron work galvanised.

The price includes a Ford 108 hp engine with 2:1 reduction gear, Willis Ridley hand hydraulic steering gear, two 75-gallon fuel tanks, navigation and deck lights, plus a small cabin fitted with two bunks, cooker and sink. An aft wheelhouse version could also be built.

Recently the firm fitted out the 24ft. vessel *Our Ian* for Scarborough fisherman, Alan Roberts. Based on a Saltram 24 hull, this boat was described in *Fishing News*, May 6.

A DS25 Treeve Marine hull is shortly to be fitted out by Scarborough Boats for Mr. T. Luntley of Scarborough. She is to be equipped for potting and trammel netting, having a forward wheelhouse and a 2.2 BMC engine.

An order for Wagner hydraulic steering gear for this boat was placed on the stand of Wagner Engineering Associates Ltd.

The firm manufactures a wide range of high-pressure hydraulic gear and catch handling machinery, and the firm's equipment is installed on many purse seiners and seiner-trawlers in the Scottish fleet.

The firm started building fishing vessels a couple of years ago. The 135ft. purse seiner *Chris Andra* owned by the Tait family came from the yard which had details on the stand of the Tait's new purse seiner.

She is to be broadly similar to *Chris Andra*, but will be about 5ft. longer. Her refrigerated seawater tanks will be carried up to shelterdeck level and she will have larger net bins.

Propulsion will be provided by a Wichmann engine of 1,200 hp and the majority of her winches, including a net drum, will be of Karmoy manufacture.

Her RSW tanks will have a capacity of 480 cu. m. and other equipment will include Brunvoll side thrusters, 12-ton Triplex net winch, Scania and Lister auxiliary engines, plus C-Tec Wesmar and Elac sonar sets.

Her RSW system will be provided by the Norwegian firm of Kvaerner Brugs Kjøleledning A/S, which was represented on the Karmoy stand at Catch '77.

Kvaerner has supplied a number of Scottish pursers with RSW systems, including the Peterhead vessel *Pathway* which was equipped earlier this year.

The 89ft. *Pathway* fishes under Skipper Alex Buchanan and is shortly to go to Karmoy for lengthening by some 20 ft. She is to be fitted with extra RSW tanks to give her increased carrying capacity for mackerel and blue whiting.

Karmoy is to profitably fabricate the new section and will take about a month to insert it into the vessel. The work is expected to be completed in the autumn.

Chris Andra has also been to Karmoy for some new equipment, including a net drum suitable for handling a blue whiting trawl.

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A bigger triple net which pulling 12 tons, has been fitted to increase the boat's efficiency in handling large mackerel gear.

The Karmoy stand featured films of commercial activities and products along with a pair of trawlers *Armana* and *Nuvena* which, fishing type used aboard *Chris Andra*, were attached to the pump that it can now be used to emptying sprats or mackerel from the cod end of trawl.

Pumps fitted with the swivels were used successfully by the Irish vessels *Magna*, *Albacore* and *Stephens* while mackerel fishing off Cornwall last winter.

They have the advantage that they greatly speed up the process of emptying the net and also cut down damage to the nets caused by the heavy mackerel.

The pumps can be made in a range of sizes, and the 12in. and 14in. models can handle fish for human consumption.

These include the 86ft. *Platwood* pair trawlers *Lorenzo* and *Bencolio*, operated by Wyre Trawlers, and the 86ft. *Peterhead* under skippers John and William Morgan.

Other Scottish pair trawlers which have taken delivery of Boris nets with Dragalloy chain include the 89ft. *Sparkling Star* (Skipper John Buchanan) of Peterhead and the 50ft. vessels *Nauru* and *Smallwood* of Aberdeen.

Wheway Watson's display of Dragalloy trawling gear.

The chain can withstand much as a year's constant use in certain areas, compared with steel wire rope which is worn out after a single year.

An interesting exhibit on a model of a trawler tug gear, with Wheway chain used for the groundrope and the sweeps and the backstrops.

Details were available of the stand of 'all-welded' assemblies which do away with the need for various mechanical type components and can be made up to skippers' requirements.

Wheway has become closely involved with the new white fish pair trawling developments and has met huge demand for its products from Grimsby, Fleetwood and Scotland.

Pair trawlers use the new type of chain as developed in the deepsea fleet, as smaller vessels use 1 in. or 1.5 in. size chain.

Dragalloy chain is used successfully in the whole of Scotland.

Wheway Watson's display of Dragalloy trawling gear.

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Simrad/Saganet

ONE OF Norway's top-earning purse seiners, *Libas*, is seen moored in the Albert Dock for inspection during the Catch '77 week.

Built as the *Globe XIII* at Sandefjord in 1950, the 180 ft. vessel was originally a whale-catcher but was later converted.

She now fishes out of Bergen under Skipper Peder O.Lie and concentrates on the caplin and mackerel fisheries.

Libas uses Saganet purse seines and is fitted with a range of Simrad fishfinding equipment, including the new CD Sonar Situation Display. This was simulated to show fishing situations for the benefit of visitors.

The CD is a sonar-based system used with the vessel's speed log, compass and sonar to give a plan view of the entire fishing situation.

It displays on a cathode ray

tube screen the position, track and speed of the boat, plus the distance, bearing, depth and direction of a shoal of fish.

Simrad introduced the CD about three years ago and *Libas* was fitted with a set about two years ago. She uses it with her Simrad 8U sonar.

Decos is agent in the British Isles for Simrad and a full range of Simrad fishfinding aids was among the large display of electronic products on the Decos stand.

Libas had on board her purse seine which, since it was delivered in January 1976, has netted more than 22,000 metric tons of fish.

Made by Saganet of Norway, it is designed for catching caplin or sprats. Per Myrland from Saganet was at the show to demonstrate purse seines and other fishing equipment.

United Kingdom representative for Saganet, Norway's largest purse seine manufacturer, is Hugh Norman (Marine Sales) Ltd. This firm also has a stand to display a range of fishing gear.

Morep

DEEPSEA and inshore boat owners were searching for new types of mid-water trawls at the show.

The Norwegian net-making consortium of Noraset Ltd., represented in the UK by Morep Ltd., has taken a look at today's fishing situation and developed a range of nets designed to catch under-used species.

Deepsea trawler owners on Humberstone are showing particular interest in single-boat, semi-pelagic nets which, by changing the bags, can be used for blue whiting, mackerel or white fish.

A Noraset trawl designed for vessels of 1,500 hp has wing and forenet meshes measuring 1,000 mm, and has 530 meshes around its fishing circle.

It is a high-opening net made of nylon and the forenet is made up from 210/192 twine.

Three bags, one inside the other, are fitted for catching

Turn to page 14

Simrad sonars give the best results in fishing



Sonars enable quick search of a large area 360° around the vessel, and indicate density, range and bearing of a shoal, once located. They are also invaluable in discriminating between hard and soft bottom and detecting obstacles.

More skippers than ever are finding that Simrad sonars help bring in regular top catches. Automatic search programmes, excellent discrimination and simple operation, coupled with high reliability, have earned Simrad a worldwide reputation as leaders in the Sonar field.

Choose from:

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TH	5° up to 90° down	5° up to 90° down	5° up to 90° down	5° up to 90° down	5° up to 90° down	5° up to 90° down	5° up to 90° down
Maximum Range	1800m	1800m	2500m	2500m	2500m	2500m	3800m
Frequency	40 kHz	28 kHz	27 kHz	27 kHz	24 kHz	21 kHz	12, 18 or 24 kHz

Simrad sonars are used in all types of fishing:

Chris Andra regularly brings in top catches of mackerel, using an SK-3, as do Challenge, Speemagna, Stephens, Flowing Tide has contacted pichards at a range of 2500 metres with an SB-2. Burton Constable, Burton Agnes, Conduan and Lindsfame have had an excellent

sprat season using the SL. Wardley is unique in Britain in using sonar for gill net fishing around wrecks for cod, and has been very successful with the SL. Green Valley is successfully pair fishing with Athabaska, using an SK-3 to find the edge of gravel patches.

SIMRAD DECCA

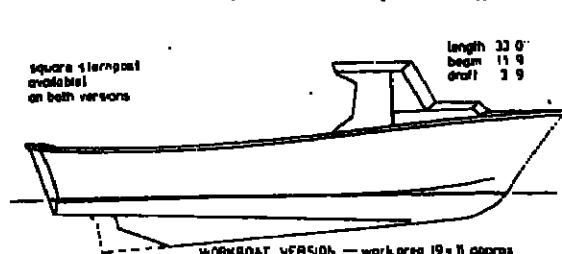
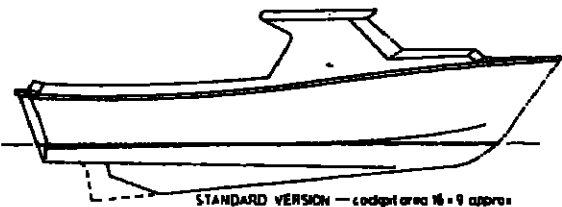
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From page 13.

blue whiting, while two bags are used for mackerel. There were numerous enquiries during the show from inshore fishermen along the north-east coast of England, and from Ireland, for pair and single boat mackerel and sprat nets.

An order for a single boat mackerel trawl for a 90ft. Plymouth vessel had been placed just before the show. Norsenet is well known as a supplier of purse seines, and on the second day of the show an order was confirmed for the biggest mackerel purse seine to be supplied to a UK vessel.

It is to go to the 148ft. *Sette Mart*, which Skipper James Slater of Rosehearty, near Fraserburgh, bought secondhand from Sweden earlier this year at a cost of just over £1 m.

The net, measuring 300 by

CATCH '77 review

80 fathoms, is of particularly stout construction for mackerel fishing and the twine used for its bag ranges from 210/72 down to 210/36.

Right: Trinity Sands Nets' director, John Bulmer, with his famous shooting, fishing and advertising bitches Bonny and Boudy — both sporting Fishing News balloons and 80-mile stickers. An unnamed Whitty man placed an order at Catch '77 for the pick of the litter from the next delivery of puppies. This was possibly the most unusual order during the entire show!



From page 10.

minor changes, all three are now stern trawling.

As a result of experience, it seems the "3F" project then decided to follow two separate paths of development. One was for inshore vessels (25-65ft.) where it was decided the mechanical baiting should be done on shore and the equipment for this is now under development.

The other path was developing medium-size (65-115ft.) purpose-built vessels.

It began with a 66-footer with a 15,000 hook capacity but ran into size problems. Partly this was because of the increasingly stringent stability requirements and partly because, after discussions with fishermen, the proposed vessel was too big for inshore fishing but not big enough for deep-sea fishing.

The idea of a combination purse seiner/longliner was toyed with but, again, the package was too small.

The eventual outcome is the 85ft. *Qyliner* from the Kystvagen yard.

Since 1974 the new Institute of Fisheries Technology Research has been handling the "3F" project and Tore Jørgensen, of the Vessel Design Division, has been involved with *Qyliner* with contributions from Jostein Aure of Kristiansund as well as the Uten family and the Kystvagen yard.

Norwegians are very concerned with stability and heavy emphasis on the stability requirements was laid by Emil Aall Dahle, associate professor at the University of Fisheries, Trondheim, in his presentation of the vessel at the symposium.

Ballast

The steel shelterdeck raised stability problems and the ship had to have increased beam (24ft. 6in.) to overcome this. The scientists, it seems, want to follow the merchant vessel practice of water ballast in ships of this size but the fishermen won the day and, at their insistence, fixed ballast (installed after the inclining tests) featured in the final design.

There is, however, a roll reduction tank, using the free surface effect of water, fitted after tank tests. It was emphasised that this should not be called a "stability tank" and it seems the skipper (although, in this case, positive about its effect) has to know what he is doing or it can turn into a roll increase tank, with imaginably disastrous results.

In the initial design stages a computer simulation

Autoline method

programme (SIMFISH) was used for technical and economic evaluation, and it appears to be undergoing further development.

The outcome of all this is still a fairly conventional design of vessel and, apart from the new paint, *Qyliner* did not stand out as in any way unusual when moored alongside other longliners in Alesund harbour.

Her design follows a horizontal division of engine room / fish hold / refrigerated bait store below the waterline; shelterdeck above the waterline; all topped by a mid-position aluminium wheelhouse (aluminium for compass requirements, rather than weight).

Magazines

Most of the shelterdeck space is occupied by the three hook magazines, each holding 8,000 hooks. In the space between the magazines and the transom stern are two rails on which are mounted the automatic baiting machine and the twist moving machine and hook separating machine.

The line is shot through a port in the transom stern and the automatic baiting machine (fed with frozen squid or mackerel) operates at the same rate as the line is pulled out. On the demonstration run, 600 hooks were shot at eight knots at a speed of three hooks a second. Even though the bait used had defrosted too much and was a little soft, well over 90 per cent of hooks were baited.

Speeds of four hooks a second, at up to 12 knots, are claimed.

The line, when recovered, comes in through a port on the starboard side at the forward end of the working deck.

A conventional longline power hauler is used, pulling the line through rollers which knock the fish off the hook and brushes which clean off remaining bait.

The line is fed into a tube leading back to the twist removing and hook separating machine at the stern.

Normal practice is for the fish to be out and placed in a bleeding tank as it comes off the line, before gutting and washing on adjoining benches, and then it is dropped into the fish hold immediately below. Species not requiring gutting (such as dogfish) can be knocked off

Autoline method

the hook on to a slide conveyor leading directly to the hold.

The most tedious part comes at the point where the hooks go back on to the magazine. This, on the demonstration, called for a four-man team on what is plainly a tiring job requiring both speed and concentration. Because of this, the team frequently changed places.

The first man watched the hooks as they passed an inspection gap between the separator machine and the magazine rack. His job is to spot bent, broken and misaligned hooks and unduly twisted snoods.

Most of the misaligned hooks and twists he was able to deal with himself, passing on the other work to his colleagues who had to swiftly and deftly straighten hooks or replace them and tie on new snoods.

While a run on a calm fjord is not an ideal demonstration, most of the observers were plainly convinced that the system not only works but — with the right crew — can work very effectively. This was confirmed by a film which Mustad showed of a Norwegian vessel catching large quantities of dogfish in the North Sea.

Of several case histories presented by Mustad, the most significant was probably the Icelandic vessel *Berghor*, a 118ft. steel longliner with a

capacity of 19,000, which carries a crew of 14 on six-day trips (the working in shifts) and averaged 25,000 bawling cod fishing with an average 24 kg. of fish per 100. This gave a 36 tonnes from a six-day trip. The formance was confirmed by the Icelandic owner.

A similar Norwegian vessel, *Førde*, with a crew of 12,000 hooks and for 11, has average 18,000 a day dogfishing for 90 100 hooks and an 80 catch from an 11-day trip.

There now seems evidence to show as a target for automated long-over traditional long-line and this can possibly further increase purpose-built vessel to afford *Qyliner* is up to have cost at £450,000. It remains to be proved, however, how competitive the system can be with other forms of fish-

July 18, 1977

FISHERMEN are being asked to look out for 'red-tide', coloured patches of water well offshore which are part of a food chain that can cause paralysis in people eating shellfish.

Reports of sightings, particularly off the north east coast, are sought by the MAFF Fisheries laboratory at Burnham-on-Crouch, Essex, which is investigating shellfish toxicity.

The laboratory monitors the toxin in mussels from the north-east to prevent outbreaks of the paralysis, known as Paralytic Shellfish Poisoning (PSP).

But it acknowledges that wide co-operation from fishermen, sea fisheries committees and others is essential to understand more about the factors involved.

PSP is rare in Britain — only ten outbreaks, involving 146 people, have been recorded in the last 150 years. However, cases have been reported in many parts of the world and documentary evidence suggests that PSP as we now know it has been recorded at intervals for at least 300 years.

It was detected on the north-east coast in 1968 and since that time the Burnham-on-Crouch laboratory has carried out annual surveys between Bridlington and Berwick-on-Tweed.

This is normally done by taking samples of mussels at weekly intervals from coastal

sites and testing the animals for toxin.

Varying amounts of toxin have been identified every year and a safety standard has been adopted to prevent any risks to public health. If this standard is exceeded the fishery is closed.

Although the fishery at risk is very small, it is important to the entire fish industry that public confidence in the wholesomeness of fish and shellfish is not diminishing.

Colour

The 'red tide' is one of a variety of 'clouds' of the plankton or phytoplankton in the sea which is an important food source for many marine animals.

They consist primarily of diatoms and dinoflagellates which are small single-cell organisms, often very ornate and occasionally brightly coloured. Under favourable conditions of sunlight,

nutrients and temperature, these single cells may divide and reproduce very rapidly.

Although individual cells are invisible to the naked eye, enormous numbers of them may colour the water, blue, brown, green or yellow, depending on the organism responsible. When these coloured blooms colour the water red they produce the phenomenon known as 'red-tide'.

In some parts of the world, rarely in Europe, 'red-tide' may result in fish kills, but often it exhibits no undesirable effects other than to produce a visible scum on the water or beaches.

Some of the causative dinoflagellates, however, produce a very potent neurotoxin and they may be filtered out by bivalve molluscs, such as mussels and scallops, which in turn concentrate the toxin.

Marine cold-blooded animals are unaffected by the toxin so that the shellfish

themselves remain alive and show no visible signs of toxicity. But in warm-blooded animals, including man, which eat the shellfish the toxin blocks the links between nerves and muscles causing paralysis.

Sample

Crews of fishing vessels off the north-east coast who see a patch of discoloured water which could be 'red tide' are asked to note its position, colour and size and if possible take a water sample from it.

They should inform their local MAFF Fisheries Office as soon as possible afterwards, or contact the Fisheries Laboratory, Burnham-on-Crouch, Essex. (Tel: Maldon 0621 782658). Any postage or incidental expenses incurred will be refunded.

The information obtained in this way can help to solve a complex puzzle, the laboratory says.

BIG FUTURE CUT SHORT

AS BRIEFLY reported last week Andrew Wraith, one of Grimsby's most enterprising trawler skippers, died after a tragic and sudden illness on July 2.

Struck down in his prime at the age of 36, his passing saddened not only his immediate family and relations but also Grimsby's trawling industry. For he was a man endowed with rare talent.

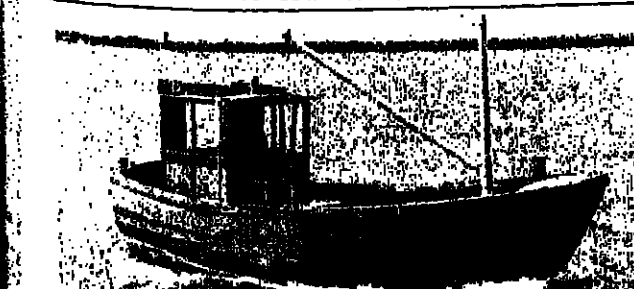
Persevering the new breed of near water skippers in this can be seen in the achievement by selfless dedication.

Like most successful trawler skippers he started his trawling career at the very bottom of the ladder as a galley boy straight from school. He was an ambitious deckhand with several

owners, but it was not until he joined Lindsey Trawlers Ltd. in 1967, as a third hand, that he was given the opportunity to realise his ambition and rise to the top of his profession in the North Sea.

Lindsey, which also crewed the Alfred Bannister Trawlers Ltd. fleet, placed Andy in a series of different Bannister trawlers — notably *Saxon Venture* — as mate. This broadened his horizons and he became one of the port's most promising North Sea prime fish trawler officers.

His skipper's ticket in 1971 was followed in 1972 by the responsibility of relief commands and, such was his impact, that Lindsey gave him regular command of its near water *Tom Grant* in the spring of 1973. Since that time Andy missed only four trips until he came ashore for the last time.



Stock Dell Quay Fisherboat

Boat available now less engine and steering or complete, ready for sea, with diesel engine, 4 weeks. 17' 0" and 11' 0". Dorys also stocked. Phone: Dixon Kerty Limited



Skipper Andy Wraith — 'a rare talent'.

This quiet family man — he leaves a wife and five young children — more than repaid the faith and guidance of Lindsey Trawlers Ltd. with strings of consistently good prime catches and already this, despite the onset of illness, has made *Tom Grant* the top company vessel.

There is little doubt that Andy Wraith could have matured and developed to rank among the greats of Grimsby's North Sea skippers.

Paying a final tribute to Lindsey Trawlers Ltd., Ross

Bacon told *Fishing News*: "Andy Wraith had matured into a very popular and skilful prime North Sea trawler skipper who was just beginning to reap the full benefits of his hard work."

"His death is a tragedy to us all for he was a young skipper who was certainly going places."

"He will be sadly missed by Lindsey Trawlers Ltd., its crews and management and, especially, by my father Edwin Bacon and myself."

TOM WOOD

Fish firm growing

THE BERWICKSHIRE-based fish processing firm of Homeas Ltd. is planning to expand its facilities at Dunbar, East Lothian, Scotland, by building a new fish processing factory at Dunbar.

An application for planning permission to convert a boat-building yard at Dunbar into a processing factory has been approved by the Development Committee of East Lothian District Council.

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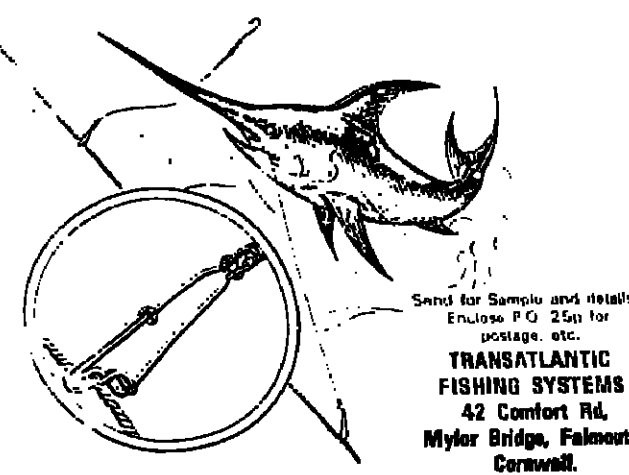
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